

Hongkong Telegraph

(ESTABLISHED 1881)

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TUESDAY, JULY 22, 1919

日五廿月六 年九一十九百一

REUTER'S TELEGRAMS.

AUSTRIAN CONCESSION AT TIENTSIN.

NOT TO BE GIVEN TO ITALY.

Paris, July 18.
The Committee of the Peace Conference which has had under consideration Italy's claims to the Austrian Concession at Tientsin has reported for rejection, America refusing to sanction the concession of Chinese territory, being supported by England and France.
Dr. Wellington Koo, for the Chinese Delegation, opposed the granting of the concession to Italy.—Havas.

FRENCH ECONOMIC COUNCIL FORMED.

Paris, July 18.
A Decree has been signed calling into being the French Economic Council to co-ordinate and survey all measures against the high cost of living. The Council will confer with Municipalities, agricultural groups, commercial and industrial organisations and Co-operative Societies.—Havas.

PROTEST AGAINST FRENCH STRIKES.

Paris, July 18.
A protest against the strike movement and all political strikes has been issued by the General Agricultural Confederation which enjoins the Governments to do its duty, assuring liberty of action to all who desire to work.—Havas.

FRANCE BUYING FOODSTUFFS.

Paris, July 18.
Large orders have been placed in America by the French Government for provisions of prime necessity which are to be put up for sale in Paris.—Havas.

GERMANY'S REPRESENTATIVE IN FRANCE.

Paris, July 18.
Baron Bresser, head of the German Delegation to Versailles, is said to be accredited by the German Government as Charge d'Affaires in France.—Havas.

MARSHAL FOCH IN LONDON.

Paris, July 16.
Thousands waited to cheer Marshal Foch on arriving at Victoria Station, London, to take part in the procession on July 19.—Havas.

AWARD OF ALBERT MEDAL.

London, July 15.
His Majesty the King has conferred the Albert Medal on Trumpeter Mangal Sain, Second Lancers (Indian Army) for gallantly rescuing two British soldiers from drowning at Beirut on March 15.

INDIAN PENSIONS.

London, July 15.
A meeting of Indian Civil Servants in London have appointed a sub-committee to draft a Memorandum to the Right Hon. E. S. Montagu in regard to the amelioration of the scale of pensions.

A MAHARAJAH'S AERIAL FLIGHT.

London, July 15.
The Maharajah of Kashmir aeroplaned from London to Paris on the 13th instant.

OBITUARY.

SIR PERCY SANDERSON.

London, July 15.
The death is announced of Sir Percy Sanderson, K.C.M.G., who was born in 1842, had acted as Consul at Galatz and as Consul-General to Rumania, was employed on public service in London during the Danube Conference in 1883, acted as Charge d'Affaires at Bucharest for several years and was Consul-General in New York from 1894 to 1907, when he retired.

MAJOR GENERAL PRENDERGAST.

London, July 15.
The death is announced of Major General G. A. Prendergast, who was born in 1834, entered the Army in 1851, and was made Major General in 1891. He was placed on the retired list in 1893. He served in the Indian Mutiny in 1858, was mentioned in despatches, and in the Afghan War of 1879.

A BRITISH SHIP ASHORE.

Aden, July 14.
The British ship "HMS" was grounded on the rocks of Aden on the 14th inst.

REUTER'S TELEGRAMS.

THE FUTURE FRENCH ARMY.

BIG ROLE FOR COLONIAL FORCES.

Paris, July 18.
M. Clemenceau has stated to the Peace Commission in the Chamber of Deputies that the three years' military service could now be regarded as obsolete and it would soon be possible to revert to two years' service. The Colonial Army will play a big role in the military future of the nation.—Havas.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

SICKNESS IN SHANGHAI.

Shanghai, July 22.
Owing to the increase of the choleraic epidemic here, American ships have been forbidden to load provisions on homeward voyages. The cases are increasing, but foreigners are not affected except in a milder form, of which there is much foreign sickness. The disease is not believed to be actual cholera.

OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, July 6.
China has taken her courage in both hands and declined to sign the Peace Treaty with Germany, not that China is anxious to remain at war with Germany or that she desires to negotiate a separate agreement with German Republicans, but because China is disinclined to deprive herself of rights which she believes accrue to her under the operation of international law since her declaration of war against the Central Empires in August 1917. In this desire the whole country is united, and having regard to the unanimity with which all classes expressed their opposition to signing a treaty which confirmed Japan in her position in Shantung the President, nor those closely associated with him, could not afford to run contrary to popular opinion. Two days prior to the date for the signature of the treaty fresh instructions were telegraphed to the delegates in Paris not to sign except with a reservation regarding Kiao-chow, thus cancelling the previous advice to sign if they deemed it proper. It is too soon to say that the country rejoices, but it is safe to declare that as soon as the intelligence is officially communicated the people will not restrain the expression of their feelings of jubilation. It is a moral and a diplomatic victory. Whatever happens, the position of China cannot be worse than it was before this action was taken, and if the League of Nations is to be of any value it must assist in the adjustment of China's claims to her own territory. How the situation created by China's non-signature of the Treaty is to be met is a matter for future consideration and thought. Suffice it to say that China has taken a stand which forces an almost immediate review of the present treaty.

President Chu Shih-chang is now more deeply entrenched in the affections of his countrymen. Whatever suspicions may have been entertained against him by reason of imputed imperial inclinations must now vanish because he has shown himself to be merely the servant of the people. He has demonstrated the sincerity of his words. He has proved that he has no yearning for power but is animated with a sincere desire to reunite the nation and assist it to secure well ordered government, enabling the resources of the country to be developed in the interests of the people. He has interpreted the wish of the nation and has given effect to it in a manner which must be disconcerting to those who were opposed to his policy.

Another interesting development of the week is the conclusion of a contract between the Ministry of the Navy and the Mitsui Company for the supply of armaments for the suppression of piracy on the various parts of China. This connection is of interest inasmuch as the Government has been anxious to suppress piracy on the coast of China and Japan's peaceful penetration.

has won a great personal triumph the full extent of which cannot be realised at the moment.

For one thing the President may be expected to have his wishes carried out in respect of the Premiership. Already the members of the Anti Club have the unwelcome of adhering to their former selfish and exclusive policy and are disintegrating. The more liberal sections are in sympathy with the President. It is a new born sympathy and might properly be termed political sagacity instead of consequence. It may be expected that Parliament will endorse the President's nomination of Chow Shu-mu as Prime Minister and that the latter will form a ministry composed of all talents, thus facilitating the settlement which the early resumption of the Shanghai Peace Conference should bring about. Such optimism is not without justification, for while Canton may object to the budgeting of Peking, it cannot fail to realise the necessity of co-operating with the liberal elements in the North.

It would be difficult to convince any one who has followed events in Siberia and Manchuria that Semenoff in seeking to create a new Mongolian State is acting entirely on his own initiative. Most people here believe that Japan is behind the movement. Reports from various sources confirm it, the latest being that the Japanese are publishing leaflets in Hartin, printed in the Mongolian language, and circulating them freely among Mongolians. Japan has not disguised her ambitions in Mongolia, and it requires no vast amount of credence to believe that there is more than a substratum of truth in the suggestion of circumstantial statements which reach Peking regarding Japanese activity in Mongolia. But what is difficult to understand is why Japan should create a situation on the Mongolian frontier which gives the National Defence Army an opportunity to protect an expedition there. It is anticipated failure for such enterprise and that they will be forced to intervene in order to protect their own and allied interests—mainly their own—along the Siberian railway. The situation affords a study in Oriental diplomacy and Japanese peaceful penetration.

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IF GOLF HOLES WERE LARGER.



What we may expect if George Duncan's suggestion of larger golf holes is put into effect.

SKIPPER DROPS DEAD.

SUDDEN DEATH OF CAPT. A. V. NELSON.

Captain Andrew V. Nelson, commanding officer of the Pacific Mail Steamship Company, died of apoplexy on the gang-plank of the vessel just after she docked at Pier 44 this morning, says the San Francisco Bulletin of June 18.
Captain Nelson, as commodore of the fleet of the Pacific Mail Company, was one of the oldest skippers on the Coast and was highly thought of by his Company. Because of his book "Yankee Swanson," he was known under that name. Captain Nelson, born in Sweden over sixty years ago, rose from his position from a cabin boy on a fishing vessel in the North Sea.
Captain Nelson is survived by a widow and two sons, living in Berkeley.

H. K. P. R. ORDERS.

Orders issued by the Hon. Capt. Supt. of Police state—

ARMS AND AMMUNITION.

All rifles, revolvers and ammunition are to be returned to the Armoury, Central Police Station on the following dates between the hours of 5.30 and 7 p.m.

Tuesday, 29th July.—No. 1 Company and Mounted Police.

Wednesday, 30th July.—No. 2 Company.

Thursday, 31st July.—No. 3 Company.

STRENGTH.

P. C. 121 Man Tat Cheung is dismissed.

SEARCH SUPERVISION DUTIES.
July 25th to July 31st (inclusive).—No. 1 Platoon.
August 1st to August 6th (inclusive).—No. 3 Platoon.

RECORDING ARCHIVE.

The recording archive is now open for the reception of records of the various departments of the Government. The records should be deposited in the archive as soon as they are available.

SUPREME COURT.

A DEAL IN WOLFRAM.

In the Supreme Court, before Mr. William Ross Davies, Esq., this morning, C. F. Oker, claimant, vs. the Shui Kee Company, the sum of \$4,414.14 in respect that the defendant illegally detained 186 bags of wolfram ore by refusing, on the 17th May, 1918, to deliver such goods to the plaintiff.

Mr. Eldon Potter, instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker, Deacon and Harston, appeared for the plaintiff and Mr. C. G. Alabaster, O.B.E., instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, appeared for the defendant.

Mr. Eldon Potter reviewed the evidence, taken in Chambers yesterday, and stated that the plaintiff had purchased, in the ordinary way of business, a certain quantity of wolfram ore. When the ore was being entrained at Shek Lung, it was confiscated by the Canton military authorities and subsequently sold by auction at Shek Lung. The military authorities demanded, in addition to likin and Customs duty, a further tax which was called a "military contribution," holding that any goods exported from Chinese territory which was not a Treaty Port were subject to a tax by the military authorities. The plaintiff was a mining engineer of No. 33, Queen's Road Central and the defendants were merchants carrying on business at No. 294, Des Voeux Road. The defendant denied that the wolfram was ever the property of the plaintiff or if it was, it was legally seized by the military authorities at Shek Lung.

Mr. Potter said that whilst the plaintiff was pursuing the case at Shek Lung, the defendant had been identified with the military authorities and the plaintiff had been identified with the military authorities.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 34.7 1/2.

The Weather.

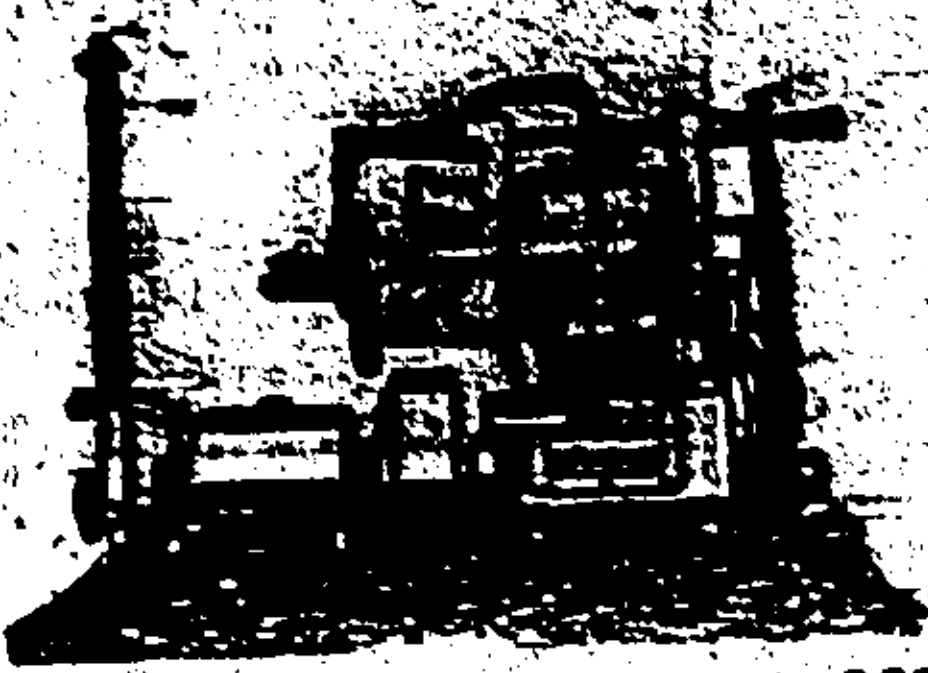
Forecast: Fair, Breeze S.W. 18.77. Temperature 80. Humidity 80.

HONGKONG IN WAR AND PEACE.

THE "TELEGRAPH'S" PICTORIAL SOUVENIR.

In answer to numerous enquiries, we desire to state that we hope to publish our Peace Souvenir with the issue of the Telegraph on Saturday next. The souvenir, which will be entirely pictorial, will take the place of the usual weekly Pictorial Supplement, but will be a much larger production, in book form. It could not, of course, be issued at an earlier date, because we felt that it would be incomplete without illustrations of the decorations and illuminations and the general activities of the past week-end. These pictures are now in course of reproduction. The souvenir, which will be presented gratis to every purchaser of the Telegraph on Saturday, will contain portraits of Government officials, prominent residents, and military and naval officers. It will also contain a list of the names of the Chinese Sub-Committee of the Armistice Celebrations, and groups of those who have been identified with the military and naval activities, and a list of the names of the Chinese Sub-Committee of the Armistice Celebrations.

NOTICE



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ARTIST PHOTOGRAPHER
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THE FUTURE OF GERMANY.

MARQUIS OKUMA IN THE PROPHET'S MANTLE

Concerning Germany after the signing of the Peace Treaty Marquis Okuma, the Sage of Waseda, makes the following observations in the columns of the *Mainichi*—

"It is now reported that Germany has officially announced her intention of signing the Treaty of Peace. This decision was probably reached by the German authorities, because public opinion in that country became so pronouncedly inclined to the signing of the National Council was finally influenced thereby. This is, indeed, as it should be, for her refusal to set her hand to the Treaty would bring about an Allied blockade, with the consequent cutting-off of the supply of foodstuffs, while military action by the Allies would be resumed from the direction of the Rhine district. The question confronting Germany after she signs the Treaty is her observance of the peace terms. It is open to question whether the Allies are well-advised to try the ex-Kaiser as one responsible for the war. In my opinion, this is too excessive a measure to be taken against the vanquished. Britain and France, who suffered so disastrously from German ambition, hold very strong views on the subject, while America assumes a much more moderate attitude. As for Japan, she is even more lenient with Germany than America. There is no doubt whatever about the ex-Kaiser's responsibility for the war, but it is noticeable, at the same time, that he showed some hesitation in opening hostilities to the last moment. It is therefore nearer the mark to regard the German Crown Prince as the chief mover of the war. He was always actuated by a strong sense of ambition, and egged on the military party to start the war. Such being the case, it is a mistake to lay the whole responsibility at the door of the Kaiser. The Hohenzollern dynasty as a whole, which was inspired with the militarism inculcated by Frederick the Great, is to be held responsible. It is not beyond the range of possibility that the Allies will banish the Kaiser to an isolated island, like Napoleon, as a precaution against his resumption of power, to say nothing of taking such steps as shall prevent him from again ascending the Throne."

"As regards the question of indemnity, Germany will be able to meet the obligations imposed upon her within a certain period, as she is in possession of some monetary reserves. Though it is undeniable that the loss of Alsace-Lorraine and the Saar basin, which are rich in coal and minerals, is a serious blow to German industry, yet she has still the Strasburg district to fall back upon. An industrious and scientifically superior nation, like the Germans, will soon make up for a shortage of coal by free recourse to hydro-electricity. It is at least a short-sighted view to take to think that German industry will collapse after the war. The Allies have placed restrictions upon the German military power, but it is open to doubt whether such artificial methods will be permanently effective."

BRITISH AND AMERICAN FLEETS A DANGER TO THE WORLD. "America has suspended her naval extension programme, according to reports, but in so doing she reached a certain understanding with Britain. Moreover, American discontinuation of the programme is partly due to party politics. In any case, it appears that the British and American navies reign supreme in the world. There is much truth in the view advanced in some quarters that the permanent peace of the world is impossible unless the British and American fleets are sunk in the Atlantic. So long as these two countries lord it over the world with their mighty navies, it is very possible for a Latin Alliance or a Latin-Slav Alliance to be formed in future to challenge the power of the Anglo-American fleet."

former national strength, provided that her people do not lose their superior traits of character. **PEACE OF THE WORLD AND BALANCE OF POWER.**

"I am persuaded that Germany will regain her strength quicker than France. Before the war, Germany possessed a population of 68,000,000, and granting that her population has been reduced by the war to the neighbourhood of 60,000,000, it would reach some 73,000,000 if the German-Austrians are added. These figures represent the greatest proportion of the European races, except the Slavs. As moreover the area of land occupied by these people will be 250,000 square miles, Germany will remain a great Power notwithstanding her defeat in war. If the League of Nations materialises she will form in this combination a big force to be reckoned with. In short, the peace of the world depends upon the balance of power. Inasmuch as the supremacy of a few particular Powers is not conducive to the true peace, the rise of a rival influence will tend to bring about the peace of the world. It is not unlikely that a resuscitated Germany will constitute the basis of the future peace of Europe."

The policy to be pursued by Germany after the war will be to avoid military competition and to devote her chief attention to the conduct of economic warfare. She will show brilliant activity along these lines in China, South America, the South Seas, and everywhere else."

"Quite unlike Englishmen, who are indisposed to invest in any undertakings except on a rather extensive scale, Germans are ready to go into any kind of business anywhere in the world. Especially in China, where they have succeeded in the past in gaining Chinese confidence, they will manifest redoubled efforts and activity in the successful carrying on of economic warfare in competition with people of other countries. The Germans have the merits of acquiring a knowledge of the language of the people among whom they live, of cultivating friendly relations with these people, and of investing large sums of money in their undertakings."

Commenting on the Hon. Mr. P. H. Holyoak's recent speech in the Legislative Council on better wireless facilities for Hongkong, the *London and China Express* says: "We can understand the apprehension expressed that in the event of a future war, so important to a commercial centre as Hongkong, should not find its most reliable and rapid means of communication with the outer world suddenly rendered by military necessities, but we would mention that apart from the improbability of a war, the many ways to come to the aid of Hongkong are many."

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NAVY SERVICE

NEW RATE OF PAY

The following copy of Telegram from the Admiralty, dated 17th July, has been forwarded to us for publication.—

Following new rates of pay.—
Midshipman No change
Acting Sub-Lieut. 10/-
Sub-Lieutenant No change
Mate 16/-
Lieutenant 17/-
Lieutenant after 4 years 20/-
Lieutenant after 6 years 24/-
Lieutenant Commander 30/- to 34/- by 2/- triennially
Commander 40/- to 52/- by 4/- triennially
Captain 60/- to 75/- by 5/- triennially
Rear Admiral 55/-
Vice Admiral 65/-
Admiral 75/-
Admiral of the Fleet 85/-

Accountant Branch same as Executive Branch except Paymaster Captain 5/- less and Paymaster Rear Admiral 24/-

Medical Branch same as Executive Branch plus 5/- all through, but initial rate 24/-

Chaplain on entry 20/- rising to 50/- by 3/- triennially.

Instructors as for Executive Branch except Instructor Captains 5/- less and rate on entry 20/-

Marine Officers as for Executive Branch according to Naval relative rank.

Warrant Officers (Mechanical) 15/- to 18/-
Commissioned Warrant Officers 20/- to 28/-
Lieutenant 28/- to 34/-
Lieutenant Commander 38/- to 44/-

Warrant Officers (Non-Mechanical) 14/- less all through.

Schoolmaster no change.

Costguard, New Scheme Chief Officer 14/- to 18/-
Divisional Chief Officer 20/-
Old Scheme Chief Officer 12/- to 17/-
Divisional Chief Officer 28/- maximum.
Chief Officer in Command.

Quartermasters of Marines 27/- to 35/- according to rank.
Warrant Officers Marines Class 1 as for Warrant Officers Non-Mechanical Branch.

Half Pay substantially improved and no half pay under 6 months up to and including Commanders except for misconduct and at own request.

Allowances, Lodging 1100, 200 and 250 respectively. Provision 250 Substantially increased maximum 20/- minimum 15/- for 24 hours.

Table Money and Servants' Allowances increased 50/-

Many allowances in nature of pay merged into pay.

Retired Pay increased by 50/-

New rates pay and half pay antedated to 13th February for those in Service 1st March. New Allowances date 1st July.

New retired pay antedated 1st April and to apply to all retired officers who have served in war.

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Commenting on the Hon. Mr. P. H. Holyoak's recent speech in the Legislative Council on better wireless facilities for Hongkong, the *London and China Express* says: "We can understand the apprehension expressed that in the event of a future war, so important to a commercial centre as Hongkong, should not find its most reliable and rapid means of communication with the outer world suddenly rendered by military necessities, but we would mention that apart from the improbability of a war, the many ways to come to the aid of Hongkong are many."

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CHANGED CONDITIONS OF SETTLEMENT

In view of the revival of interest in the subject of Empire settlement, it is of interest to consider some of the more striking facts and figures concerning the complex problem of migration overseas, says the Times. The question has engaged more or less continuous attention for several years past.

In 1916 Sir Rider Haggard made a tour of the Empire, as the Special Commissioner of the Royal Colonial Institute, to inquire into the possibilities of settling ex-service men on the land, and his report is embodied in a volume entitled "The After-War Settlement and Employment of Ex-Service Men in the Overseas Dominions." In August, 1917, a report was laid before Parliament embodying the results of an inquiry conducted by a committee appointed by the Secretary for the Colonies, to consider the measures to be taken for settling within the Empire ex-service men who may desire to emigrate after the war. The whole subject is exhaustively treated, too, in the final report of the Dominions Royal Commission.

The central and unchanging fact is the need to populate the Empire adequately throughout. The results of the war have but emphasized its urgency. In the year before the war there were 375 persons to a square mile in the United Kingdom, there were less than 10 to the square mile in New Zealand, less than two in Canada, and only about 1½ in Australia. But while the central fact does not change, the conditions surrounding it vary considerably from time to time. Migration to the Dominions from this country to-day, for instance, bears very little resemblance to that which took place in the days of early settlement. To-day the Dominions are highly developed self-governing nations, with policies and ideals of their own. They have their own immigration laws. They are no longer the "backwaters" of the Empire, but are determined to be the composition of their population, and labour parties have sprung up in all some of the Dominions, and in the pursuit of certain economic ideals, they have opposed Government assistance to immigrants; at times they have been strong enough to prevent their Governments from assisting immigration at all.

Again, land values, especially since the discovery of the freezing industry, have increased by leaps and bounds in the Dominions, so that the man with small capital has no longer the same inducement to seek to better his position by going to "the Colonies" that he had formerly. It will perhaps surprise many to learn that good agricultural land can be bought cheaper in many parts of this country than it can in New Zealand. Many intending settlers, too, unlike the pioneers of old, are attracted by the thought of high industrial wages in the towns and by exaggerated dreams of great social equality. But, as is pointed out in the official handbook of the Overseas Settlement Office, quoted in the Times recently, "Apart from land settlement, it is not clear how far there will be openings for settlers in the self-governing Dominions. Many of the big towns are overcrowded already, and political feeling in some of the Dominions has usually been opposed to the immigration of general labour. The Dominions are not likely to welcome large numbers of artisans, and any influx of immigrants on such a scale as to disorganise the local labour market would be strongly opposed." Anyone personally acquainted with the Dominions will at once recognize that this warning is very necessary.

GROWTH OF EMPIRE SETTLEMENT

Some very apposite figures are embodied in the final report of the Dominions Royal Commission. It is satisfactory to learn that, while migration is subject to violent fluctuation, it has, in ever-increasing proportion, remained within the Empire. Whereas in the period 1891-1900 only 28 per cent. went to the British Dominions and the remainder to foreign countries, principally the United States, up in the period 1901-12 63 per cent. settled within the Empire. In 1913 this proportion increased to 78 per cent. Emigration during the 40 years 1871-1911 absorbed only 27 per cent. of the natural increase of the male population. In the case of women it absorbed only 22 per cent. of the total increase. In the 40 years 1871-1911 some 590,000 more males, and 450,000 more females, had been added to the Empire.

It is clear that such a condition of affairs creates undesirable problems both in the United Kingdom and the Dominions. Between 1870 and 1910, 657,000 more boys than girls were born in England and Wales; during the same period, 651,000 more males than females died. It follows that practically all the increase in the excess number of females over males at all ages in England and Wales between 1871 and 1911 was caused by the excess of male over female migration. This latter excess, as already stated, amounted to 590,000. Again, it is estimated that 65 per cent. of the total net emigration of males over 12 in 1913 took place in the age groups 18-30, and that the proportion had not been very dissimilar since 1901. It appears also that in 1913 the net emigration between 18 and 30 was greater than the normal increase by natural growth of population at those ages. It follows that the large aggregate increase in the population of the United Kingdom was mainly in the earlier and later ages of life. The Commissioners pointed out that "it is unfortunately clear that the havoc of the war will be felt most largely by the population of those ages which have in the past contributed by far the largest proportion of migrants."

THE SURPLUS OF WOMEN

With regard to women, in 1911 there were in the United Kingdom 1,329,000 more females than males, and in the self-governing Dominions 762,000 more males than females. During the war the surplus of females in the United Kingdom must unfortunately have increased. In the Dominions on the other hand, the war has caused, temporarily at any rate, some adjustment of the disproportion. Of course, in so far as Dominion soldiers have married in this country, and taken their wives away with them, the disproportion here has been reduced, but in all probability to no very great extent. Obviously one of the problems for solution in connection with Imperial migration is whether it is desirable and possible to divert to the Dominions any proportion of the surplus of women in the Mother Country.

What the Dominions require especially are agricultural labourers and domestic servants. The Commissioners state that there were clear indications before 1914 that the agricultural population of the United Kingdom, on which the Dominions draw for their labour, was declining.

GENERAL NEWS

CAMERA AS HISTORIAN.

TROPICAL DISEASES. The Endsleigh Palace Hospital for Officers, formerly the Endsleigh Palace Hotel, London, has been acquired by the Seamen's Hospital Society, with the aid of the British Red Cross, and will at an early date be opened as a hospital for tropical diseases. The establishment will contain 50 beds, 30 of which have been endowed by the Joint War Committee of the British Red Cross Society and the Order of St. John of Jerusalem, in recognition of the services rendered to the Empire by sailors in the great war, and to provide immediate medical treatment for those sailors and soldiers who have contracted tropical diseases while on active service, and ultimately when this need has been met, for the benefit of sailors. The Seamen's Hospital Society, of which the London School of Tropical Medicine is a branch, has taken an active part in the advancement of the study of tropical disease. It is understood that the school will be attached to the new establishment in Euston-square, and this should give further strength to the movement to concentrate university institutions in Bloomsbury.

PHOTOGRAPHING IN PROHIBITED ZONE

The Japanese Press reports that an American army surgeon, of the Red Cross Society, has been examined by the Kobe Water Police on a charge of photographing in the prohibited zones of the Shimonoeki Channel, Moji City and neighbourhood, and Vladivostok harbour. It is reported that the examination at Kobe was asked for telegraphically by the Moji Water Police on 27th ult. when the Police visited the American steamer Archer, and confiscated nine photographs taken. The photographs were handed over to the Procurator's Office. It is said that the surgeon is on his way to the relief of the invalids of the Czech army.

ing any considerable supply of migrants. The purely rural population of the Mother Country was not in excess of her own necessity. The Commissioners also stated that "while the demands hitherto made by Canada, Australia, and New Zealand have been almost exclusively for domestic assistance, the figures show clearly that in the Mother Country there is not a large number of domestic servants."

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MALAY STATES AND WAR

SPEECH BY PRINCE ALBERT.

Prince Albert and the officers of His Majesty's ship *Malaya* were the principal guests on June 2 at a Victory dinner at the Connaught Rooms of former British residents in the Federated Malay Straits. The gathering, which was attended by nearly 300, many of whom wore war decorations, was presided over by Sir Ernest Birch, a former Resident of the State of Perak. The roll of honour of those who had fallen in the war numbered between 500 and 600.

The toast of "His Majesty the King" having been honoured, the Chairman next proposed "The Queen, Queen Alexandra, the Prince of Wales, and other members of the Royal Family." Prince Albert, who was received with cheers in reply to the toast, said: "It is a real pleasure to me to be a guest at this dinner given by the Malay States to the officers past and present of His Majesty's ship *Malaya*. I am a guest here this evening because I have had the honour of serving in this battle-ship as a Lieutenant—(hear, hear)—and although it was unfortunately only for four months, yet I can assure you that I shall never forget the time that I served in her. We have won the war. It is naturally a source of great satisfaction to know that after four and a half years we have come out of it victorious. (Cheers.) But these last four and a half years have been very hard for us all, and we cannot help counting up the losses that we and our Allies have suffered. However, it is on occasions such as this that we can realize that after all the war has done for the British Empire, we are still a great power. (Cheers.)"

Sir Frank Swettenham proposed "The Fighting Forces," to which Vice-Admiral Sir John de Robeck replied for the Navy. He expressed the delight that the *Malaya* was out of the fine battleship of the Grand Fleet. He spoke in high praise of the gallant and heroic actions of the crew of the *Malaya* during the war.

of the Empire, the Dominions, the Crown Colonies, and the Dependencies, have all come forward and poured out men, money, and generous gifts to help the Mother Country in her hour of need. Among the first of these to prove their loyalty and generosity were the Malay States—our hosts this evening. We all know that they have given a ship to the Royal Navy, the great battleship in which most of us here have served. (Cheers.) But I do not think that any of us quite realise what their generous gifts actually amount to, so I feel it is my duty to enumerate them: (1) His Majesty's ship *Malaya*, and we all know what a happy ship she is, and what splendid work she did in the Battle of Jutland just three years ago; (2) thirty-six aeroplanes were supplied to the R.A.F. from private subscriptions; (3) a hospital of over 200 beds was established and run in Hertfordshire under the management of Sir William Taylor. The contributions in men—were equally generous. Every available man came over, 263 were killed, and 100 were decorated. (Cheers.) The women of the Malay States, like their sisters throughout the Empire, worked unceasingly, sending comforts to the troops in Vladivostok and Egypt. It is a wonderful record, and well worthy of our Empire, and I am proud to be the guest this evening of the Malay States, and to reply to the toast of the Royal Family. I thank you. (Cheers.)

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JEWEL SEA AND MISTY MOUNTAIN.

[Communicated to the "Telegraph"
by Adam M'Call Editor of
"The Sun," Sydney.]

To people who have heard of Hongkong only that it is one of the world's great shipping centres—which also is true—its splendid beauty comes as a stunning surprise. The chances are that when you visit Hongkong you will gain your first glimpse of it at daylight, because a vessel generally approaches it at reduced speed in order to time her arrival for early morning and the immediate service of pilot and health officers. Then, if the day is one which is going to be clear and sunny, you are fortunate; because in that event, the white mists will be swiftly curling away from the summits of the giant Peak, almost 2,000 feet clear above the bay, and while you watch, the great hillside will be laid bare, revealing the dignity of the big white and gray mansions resting on the steep slope; and, bathed in sunshine at the level of the pale blue sea, the noble facades of the waterfront will greet you face to face. At the same time a moving kaleidoscope will salute you from the water, great steamers and little steamers, lying at anchor or moving in and out, ferries running to and fro like waterbeetles, junks with their brown sails patched of torn lumbering on their unwieldy way, and an uncounted swarm of sampans and lighter and barges creeping hither and thither. At that first glimpse, a Sydney man shuts his mouth tight, and tries also to shut his ears to the unkind comparison in harbours made by his fellow-traveller from Melbourne.

Go into the city, and begin to move about it; come back to it again and get to know it well and your admiration will be not less but greater. There is nobility in the architecture of Hongkong whose European centre has street on street of tall buildings, all handsome and well proportioned, their upper stories usually resting upon colonnades, within which the sidewalks enjoy a cool and grateful shade. At the end of almost every street you see the green gardens of the Peak rising steep before you, and the skyline is the Peak's edge. Whatever corner you turn, your eye rests either upon the glittering water or upon some lovely avenue or plantation of shady tree and palm, or an isolated building rises before you, with harmony

in its proportions and distinction in its design. The quaint old Portuguese city of Macao, calls itself "the gem of the East," and Manila claims that it is "the pearl of the Orient," but the jewel city of them all is Hongkong.

Out of the city you ride in a motor-car as high as a motor-car can go on the climbing, winding road, or you pay thirty cents to mount on the Peak Tramway, which hauls you straight up the declivity, on a gradient which lifts you back till your heels are nearly in the same horizontal plane as your head. So much askew are you, that as you pass by a gulch the houses on the other side of it lose their perpendicular, and lurch towards you at the angle to which you are tipped. The climb takes eight minutes, and the fare is about equal to a shilling each way, but it is as good a shilling's worth of sight-seeing as you will find; for when you reach the top, and look down on the city and the harbour, once more you lose your breath with the admiration you can scarcely express. You stare sheer down on that grand White City with the innumerable ships of all nations in its bay, and you feel thankful for a sight which can never be forgotten.

Seventy years ago Hongkong was an island rock inhabited by a few hundred Chinese fishermen; to-day it is such a city as we have been trying to describe. Its wealth is such that its government revenue exceeds three millions sterling; its value as a seaport is known to all the world; and it is fast becoming a great manufacturing centre as well. The Australian, with his eye on markets for the produce of his own country, and upon the progress of its own manufacturing industries, is deeply impressed by the great purchasing power of the East, and yet more deeply impressed by the advance of manufacture employing Oriental labour in the Orient. Hongkong has great shipbuilding yards, and they grow greater; will by-and-by be a centre for British ship-construction. But it has also sugar-refinery and ropeworks, cotton mill and flourmill, tile works and cement works and in common with the rest of the Orient is going to find much of its future prosperity in the development of more manufactures.

The Chinese section of Hongkong is built better than are Chinese cities which have "just grown" without European supervision. Canton is not cursed with the indescribable squalor of Amoy, and boasts that it long since lost its right to the title of "the dirtiest big city in the world"; but native Canton is still the old city of impassable streets and impossible pavements, whereas even the Chinese

FOR BLIND SOLDIERS.

THIS WEEK'S ART EXHIBITION.

The public is reminded that on Thursday next, 24th instant, at the City Hall (St. Andrew's Hall), there will be opened a French exhibition of war pictures, by celebrated artists. Those to be present include His Excellency the Officer Administering the Government, the Hon. Mr. Claude Severn, Major General Ventris and M. Hauchecorne, the French Consul, who have given their official patronage to this exhibition of art for charity.

The exhibition will remain open for five days only, on Thursday from 5 p.m. to 8 p.m., and thereafter every day up to and including the 28th instant from 10 a.m. to noon and from 4 p.m. to 8 p.m. The price of admission will be \$1 each day.

The collection has visited almost the whole world and has been successfully shown everywhere. It includes 500 pictures, comprising paintings, drawings, sketches, water colours and cartoons, some of them originals and some reproductions. Foremost French artists, while serving at the front, have tried to capture on canvas, for the benefit of the world, some of their impressions of the "great conflict." Their work makes a pictorial history of the war, added to which is all the tragedy, glory and pathos. These artists' names are all well-known to art lovers, and the size of the art community in Hongkong assures a big attendance on each day of the show. Some of the men whose work is shown are Henleu, Jonas, Forani, Danphin, Poulbot, Renouard, de Groux, and Hansi. Then there is the collection of cartoons by the Dutchman Raemakers, whose stinging pencil induced Maximilian Harden, the German publicist, to say that his drawing had done more harm to the Central Powers than all their defeats.

When exhibited in London this collection attracted in one week more than 300,000 visitors. With the Peace Celebrations so recent a memory Hongkongites will not forget the men who made them possible. The proceeds of the exhibition will go to help the unfortunate victims of the war, the blind, of whom France alone had 55,000. All the works exhibited are for sale, the prices being fixed by the artists themselves.

quarters of Hongkong are well-built and properly paved, are not dirty out of doors, and indoors are no dirtier than John Chinaman requires for his happiness, and their streets are generally wide enough to take an electric tram.

By means of the trams you can see a good deal of Hongkong in a single afternoon, and the coolies will not walk over you if you travel first-class. You will not see a Chinese city, but you will see a good deal of swarming Chinese life, by climbing to the top of the electric double-decker and travelling to Kennedy Town or along the Causeway. The Chinese tenements are usually of many stories, and each of them is as full of life as an anthill. On every balcony, at any moment, fully three-fourths of the family clothing and bedding seems to be hanging out to be aired and dried.

On the waterfront John is loading or unloading a barge, toting its sacks of flour or tins of oil on his shoulders. The coolies march in an unending line, from the barge to the godown (or waterside warehouse), each man has a sack of flour on his shoulder, or swings two tins of oil at each end of a pole; from the godown to the barge the streaming ants have dropped their burdens and seek more. John Chinaman in Hongkong is mostly a coolie or a shopkeeper. While John humps cargo, Mrs. John and the children are on board a sampan or row-boat (the sampan in Hongkong carries a sail also) and she looks for a job with a passenger or his luggage. If you have some luggage to shift from steamer to steamer, you will readily engage for little enough money a sun-tanned woman and a girl or boy of ten years old to shove the sampan round the harbour.

In Hongkong, as anywhere in the East where there is a river or an estuary, a big population lives permanently on the water. I don't know how many people can be housed, or let us say housed, on a craft twenty feet long with four feet beam. There may be a maximum limit, I have not yet seen more than fourteen people eating their meals on such a sampan, although it was the permanent home of a

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all. The boats lie humped together in their anchorage, and in an area measuring a hundred yards each way you could count the population of a respectable Australian town with a Mayor and a War Loan Committee and a political pull all its very own. The men and the women make are ready for coolie work, carrying anything and everything on their shoulders to any corner of the island. Hongkong has no animal transport except a few ox-wagons for municipal or military services, and from this cause the streets are excessively clean, quiet except for the shouting of coolies, and singularly smooth in pavement.

Since we are talking of Hongkong as the City Beautiful rather than the City Commercial or Industrial, let us not forget one particular gem in its collection. The name "Happy Valley" should tempt you to take a ricksha to the Avilion so suggested. When you arrive, you will find yourself at the racetrack which encloses the golf links. The links look an easy course, over level grass with artificial bunkers, but the spot is amazingly beautiful. Steeping rising hills enclose it on three sides, and on the fourth side is the flat road into the city. On the hillsides on the two sides are mansions, state mansions, and "white" like all the mansions of Hongkong, and on the third slope, after you have passed a popular tea-garden with the sleepy name of "Happy Retreat" are the picturesque Paoee and Mohammedan cemeteries. People in Hongkong who have not automobiles cannot take a ricksha to the racetrack, and so they go to the Paoee cemetery and sit on the grass, watching the races.

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WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

TEL. 2377.

TEL. 2377.

SINGON & CO.

IRON & STEEL PRODUCTS

LET'S GO!

Bo, we went and licked them Germans
From the Marne clean to the Rhine.
When we stepped in we were needed
Like a beggar needs a dime.
And we didn't ask no questions,
We just dug 'til we dropped.
If there's any doubt who done it,
Ask the Heines that we stopped.

Now the job is done and finished,
And we've cleaned up on the fight.
Do the Frenchies and the English
Hand us out the big delight?
Quit your kiddin'. You know better.
Tie the bull and travel slow—
They're the guys that want the credit.
Come on, Yank—it's time to go.

We ain't wanted now in Flanders,
Where our doughboys fought and died.
And in Paris, where they kissed us,
Now it's "Take your duds and slide."
We're just Yanks where we was heroes.
All the glamor's off the show.
They're afraid we'll hog the credit.
Come on, Yank—it's time to go.

HARRY WASHBURN

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Tuesday, 12th August.

"ALTAI MARU" ... Friday, 23th August.

CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"HAWAII MARU" ... End of July.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

SAIGON, BANCK K & SINGAPORE—Regular Monthly Service.

"UNKAN MARU" ... Friday, 1st August.

SYDNEY & MELBOURNE—Monthly service calling at AUCTION, LAND, N. Z. and ADELAIDE.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"AFRICA MARU" ... Monday, 18th Aug.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KALJO MARU" ... Sunday, 27th July.

TAKAO via SWATOW & AMOY.

"SOSU MARU" ... Thursday, 31st July.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"BURMA MARU" ... Thursday, 31st July.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

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NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

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REGULAR SERVICE FOR FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

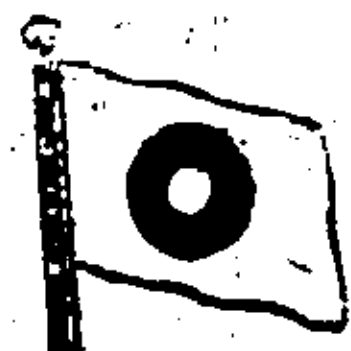
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For Particulars Please Apply to:—

M. KOBAYASHI, Agent.

Tel. No. 140 & 155.

Top Floor, King's Building.



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Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

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For further particulars apply to—

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THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT" ... About August 15th.

"ELDRIDGE" ... 15th.

"WEST ISLAY" ... Late August.

"HEPPBURN" ... Middle Sept.

For PORTLAND direct.

"COAXET" ... About August 25th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

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THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER SAILING DATE

"BESSIE DOLLAR" ...

FOR SAN FRANCISCO

U. S. B. "CADARETTA" ... about 17th July.

"TANCRE" ... 30th July.

Through Bills of Lading issued to all parts of United States or Canada

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

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THIRD FLOOR 792.

AMERICAN ASIATIC S. S. CO.

S.S. GOTHIC PRINCE

Will be despatched for NEW YORK via SUEZ CANAL

on or about 20th August.

For freight and further particulars apply to

SHEWAN TOMES & CO.

Agents.

THE SIAM STEAM NAVIGATION CO.

S. S. "VALAYA"

The above steamer leaves for BANGKOK about Thursday the 24th July. Splendid accommodation for first class passengers available. Apply

THORESEN & CO.

Agents.

Queen's Buildings.

UNCLAIMED TELEGRAMS.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Ruichee, from New York.

Miss Barnes Banvard Co. from Harbin retransmitted from Singapore.

Cliffbeck, from Manila.

Dewey Jr., Palace Hotel, from Weltevreden.

Liang, from New York.

Careem, from Macao.

D. de H. FARRANT, Superintendent.

Hongkong, July 17, 1919.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

Iamkwonkai, from Shanghai.

Suiguan, 26 Yeegowkankai, from Amoy.

Leehohghin, from Amoy.

Chung, from Shanghai.

Haungleigoh Jaucheng, from Takamatsu.

Liubarnard, from Shanghai.

Chinese Hotel, Cheechinghin, from Amoy.

Mr. Chungkuanyue, c/o Liangguanchee, No. 24 Bonham Road, from Shanghai.

Akiyama, Passenger, Colebes Maru, c/o Oosakashosen, from Osaka.

T. KRING, Superintendent.

Hongkong July 18, 1919.

VESSELS LOADING AND TO LOAD.

Destination	Vessel's Name	For Freight Apply To	To Be Despatched
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JAPAN AND COAST PORTS.

Newchwang	Tientsin	B. & S.	24 July
Shanghai, Kobe and Yokohama	Kirin M.	N. Y. K.	21 July
Shanghai	Ijiki	J.O.J. L.	23 July
Shanghai	Tean	B. & S.	24 July
Calcutta via Ports	Calcutta M.	N. Y. K.	24 July
H. show, Pakhoi and Haiphong	Kaifong	B. & S.	24 July
Singapore and Penang	hunsang	J. M. Co.	24 July
Marila	Lowangang	J. M. Co.	25 July
Java	Iyodas	J.O.J. L.	25 July
Bombay and Colombo	India M.	O. S. K.	25 July
Shanghai	Hangsang	J. M. Co.	25 July
Shanghai	Sunning	B. & S.	26 July
Swatow, Amoy and Foochow	Quingbaug	D.L. Co.	25 July
Shanghai & Kobe	Nagoya	J. M. Co.	26 July
Shanghai	Kwangsang	J. M. Co.	26 July
Shanghai and Tsingtao	Yingchow	B. & S.	27 July
Yokohama and Kobe	Footsang	J. M. Co.	27 July
Swatow, Amoy and Foochow	Kaiko M.	O. S. K.	27 July
Yokohama and Kobe	Haihong	D.L. Co.	29 July
Shanghai	Yatsing	J. M. Co.	29 July
Straits and Calcutta	Sinkiang	B. & S.	29 July
Japan Ports	Chakans	J. M. Co.	29 July
Manila	Burma M.	O. S. K.	31 July
Kobe	Yuenang	J. M. Co.	1 Aug.
Japan	Kuwsang	J. M. Co.	2 Aug.
Calcutta via Ports	Tilliwong	J.O.J. L.	3 Aug.
Bombay and Colombo	Yeboshi M.	N. Y. K.	0 Aug.
Ganes	Totomi M.	N. Y. K.	12 Aug.
	Kasado M.	O. S. K.	13 Aug.

CONSIGNEES.

KONTINKLIJKE PAKETVAART MAATSCHAPPIJ.

NOTICE TO CONSIGNEES

From SINGAPORE, PENANG & BELAWAN DELI.

HE Steamship

"Van WAERWYCK"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the Wharves delivery may be obtained.

Goods not cleared by the 20th instant, will be subject to rent.

All broken, chafed and damaged packages are to be left in the godown, where they will be examined on the 21st instant at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN L.I.N.

Agents.

Hongkong, 18th July, 1919.

PASSENGERS DEPARTED.

Departed per s.s. Tenyo Maru:—

Mr. F. F. Adriano, Mrs. E. A. Austin, Mr. and Mrs. M. Arrow-smith and 2 children, Mr. C. Akana, Mr. and Mrs. Azovado, Mr. and Mrs. C. Breyer and child, Miss C. Bancroft, Mrs. A. E. M. Briggs, Miss Chapin, Mr. J. P. Cole, Miss Valma Colender, Mr. Chan Sen Chin, Miss C. E. Clarke, Mr. and Mrs. C. A. Coolidge, Mr. and Mrs. C. W. Campbell, inf. & amah, Mr. Chui Man-jung, Miss M. Denico, Mr. P. H. Everhart, Mr. J. W. Franks, Mr. and Mrs. T. M. Gregory, Mr. and Mrs. Th. A. Grivel, Mr. T. Grieve, Mr. and Mrs. M. A. Galentin and 3 children, Mr. and Mrs. J. J. A. de Groot and 2 sons, Miss E. H. Groff, Mrs. Mary S. Height, Mr. F. Howard, Mr. and Mrs. Louie Henkel, Lt. K.H. Hooper, Mr. and Mrs. J. W. Inckel, Mr. Frank C. Irwin, Mr. and Mrs. H. Jucker, Master Joung Sow Jong, Mr. Jung Sack Quang, Mr. Jung Lim, Mr. M. Kendo, Mr. W. Koonce, Mr. T. Kikuchi, Mr. Dan N. Loney, Mr. J. B. Lebusse, Mr. J. van Laer, Miss Lovericks, Louis Skot, Lee Young Fon, Mr. L. B. Middelberg, Miss B. Moller, Mr. J. R. Morelos, Mr. J. F. Moinhos, Mr. and Mrs. S. H. de Man, Mr. and Mrs. D. V. Morris, Braam and child, Mr. S. Natsuba, Mr. F. D. Narabara, Mr. N. O. Noah, Mr. and Mrs. J. H. M. Ohl infant and amah, Mr. S. Okasaki, Mrs. H. Ota, Mr. D. Payne, Mr. J. Posner, Mr. and Mrs. A. W. Pontius and 2 children, Mrs. O. W. Quen, Mr. Quan Gee Master Quan Shun Yee, Mr. D. F. Richards, Mr. E. Regaer, Mr. and Mrs. C. E. W. Ricou 3 children and amah, Mrs. C. J. Chellman and 2 sons, Mr. and Mrs. Sneathage and 2 children, Col. and Mrs. R. M. Shearer, Mr. P. W. Seitsmann, Mrs. E. D. Skipton, Mr. J. H. Thompson, Mr. and Mrs. B. E. Tyler, Mr. J. Tschudi, Mr. Tan Kim Kian, Mrs. Tong Shee, Mr. J. C. Victor, Mr. J. P. Vos, Mr. and Mrs. R. C. Voit, Mr. and Mrs. J. S. C. Wout, Mr. and Mrs. P. Warren, inf. and amah, Mr. W. B. Walker, Mr. Yeo Cheng Siew, Mr. A. G. Aboza, Mr. Arinaa-Alba, Mr. A. F. de Castro, Mr. Marcos R. Esquivel, Mr. G. Kalanbakal, Mr. W. Ledema, Miss O. Haramba, Mr. Florencio O. Harquez, Mr. Jose V. Neri, Miss M. One, Mr. Nicolas Padrienas, Mr. Toofie, M. Santos, Mrs. S. Saiba, Mr. Vicente B. Volcoe.

MOVEMENT OF STEAMERS.

The T. K. K. s.s. SIBERIA M. arrived at Yokohama July 20th and sails July 21st, being due at this Port July 22nd.

The s.s. RAGOYA is due in Hongkong from London on July 22.

The s.s. ARRATOON APOAH is due in Hongkong from Calcutta on August 1.

The N. Y. K. s.s. SHINGO M. (Calcutta Line) left Singapore for this port on the 9th July, and is expected here on the 18th July.

The N. Y. K. s.s. MISHIMAM. (European Line) left Shanghai for this port on the 13th July and is expected here on the 16th July.

The T. K. K. s.s. NIPPON M. arrived at Yokohama July 14th and sails July 16th for Honolulu and San Francisco.

The R. M. S. MONTEAGLE left Victoria for Hongkong, via Japan ports and Shanghai on the 9th July, and is due here on the 4th August.

The N. Y. K. s.s. AKI MARU (Australian Line) left Manila for this port on the 16th July, and is expected here on the 18th July.

The N. Y. K. s.s. TOYAMA M. (New York Line) left Nagasaki for this port on the 16th July, and is expected here on the 20th July.

The N. Y. K. s.s. KAMO M. (European Line) left Singapore for this port on the 15th July, and is expected here on the 20th July.

The N. Y. K. s.s. SADO MARU (European Line) left Kobe for this port via Moji and Shanghai on the 15th July, and is expected here on the 24th July.

The R. M. S. s.s. EMPRESS OF RUSSIA arrived at Nagasaki on 14th July, left there 16th July due at Kobe on 17th July.

The R. M. S. s.s. EMPRESS OF ASIA departed on the 11th instant from Vancouver for Hongkong via Yokohama, Kobe, Nagasaki, Shanghai and Manila, and is due at Hongkong on 31st July.

The N. Y. K. s.s. KIRIN M. (Bombay Line) left Singapore for this port on the 17th July, and is expected here on the 23rd July.

The N. Y. K. s.s. CALCUTTA M. (Calcutta Line) left Moji for this port on the 20th July, and is expected here on the 25th July.

The T. K. K. s.s. SHINYO M. sails from Yokohama July 21st, and is due at Hongkong July 30th.

The M. M. s.s. NAGOYA left Singapore for this Port on the 21st instant and is due here on the 26th instant at about 6 a.m.

The M. M. s.s. SODEGAURA MARU left Bombay for this Port on the 3rd instant, and is due here on the 26th instant.

The M. M. s.s. JAPAN left Moji for this Port on the 19th instant, and is due here on the 24th instant.

WATER RETURN.

Level and Storage of water in Reservoirs on July 1, 1919.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

From	to	at	at
City	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

System	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.
City	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.

Comparison of water in the City and Hill District Reservoirs and in the City and Hill District Water Works on July 1, 1919.

System	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.
City	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.

Comparison of water in the City and Hill District Reservoirs and in the City and Hill District Water Works on July 1, 1919.

System	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.
City	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.

Comparison of water in the City and Hill District Reservoirs and in the City and Hill District Water Works on July 1, 1919.

System	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.
City	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.	1st. 2nd. 3rd. 4th. 5th. 6th. 7th. 8th. 9th. 10th.

Comparison of water in the City and Hill District Reservoirs and in the City and Hill District Water Works on July 1, 1919.

System</

CORRESPONDENCE

(To the Editor of the "Hongkong Telegraph.")
A COMPLAINT.

Sir—That a prophet is not without honour save in his own country was cynically illustrated at Saturday's reception at Government House to Hongkong men returned from foreign service, when Captain Basil Taylor, R.N., Harbour Master, &c. of Hongkong—the only head of a Government Department of this Colony, who saw service with the fighting forces of his country—was publicly ignored. Whatever the explanation of those responsible for the omission to invite the senior officer of the senior service to attend at Government House in his capacity as a volunteer from Hongkong who had served overseas in the war, it could not excuse such an oversight, but the fact that no public apology for this public affront has yet appeared in the press would seem to make a bad matter worse.

Captain Basil Taylor, although past military age when he volunteered, at a great pecuniary sacrifice—as the Government ought to know better than anyone else, since their failure to keep their promises to him in regard to pay was the main reason for this financial loss—returned to his old service, the Navy, in April 1915, having previously served as Marshal of the Prize Court, in addition to his other duties, and was employed continuously in France and Italy from June 1915 until some time after the Armistice. During this time he was twice invalided home, and, disregarding doctors' advice, returned on each occasion to active service, refusing more than one offer of an easier post at home or in the United States. During his three years in France he organised or reorganised four ports, and had command of nine altogether, receiving the commendation of both the British and French officials for his tact and ability. In Italy, he was in charge of the Convoy Service of three ports, which he managed with such efficiency that he was recommended for the C.B. by the British Commander-in-Chief of the Mediterranean, and for an Italian Order by the Italian authorities.

But the Hongkong Government's ignoring the war service of their own head of Department who could claim such service is only one of the many instances of the Government's failure to do justice to its own men.

In a place which owes its very existence to its Harbour and Shipping, it is simply ridiculous that the man in charge of this great port—the greatest in the world—should not have a voice in its governance, and be an ex-officio member of both the Executive and Legislative Councils. Yet since 1907, when Sir Matthew Nathan (who it may be illuminating to recall, was Under-Secretary for Ireland when the Easter rebellion of 1906 occurred) substituted the Chief of Police for the Harbour Master on the Legislative Council, the Harbour Master has had no voice in the law-making of the port. This anomalous state of affairs is as absurd as if in our island Kingdom maritime affairs had no representative in the Cabinet. "Sir Henry May was Colonial Secretary when this change was made as he was when the Governor, Sir Frederic Lugard, flouted the opinion of the Harbour Master, a highly trained specialist in his department, and built the new typhoon shelter at the wrong end of the Harbour, where junks and sampans are obliged to beat up against the prevailing wind in a typhoon, or else enter it some hours earlier than would be necessary had it been placed at the western end. The value of the refuge is thus much lessened and it is quite likely that in time to come another refuge will have to be built, entailing an enormous and needless expenditure of public money. In justice to Sir Henry May, however, it must be recalled that the buoy scheme advocated by Captain Taylor as far back as 1901 was carried out in 1915 during his term of Governorship, and has resulted in a great increase in the revenue of the Colony as facilitating the work and usefulness of the port, and furthering the convenience of the shipping.

Another who has been overlooked is the Harbour Master, who has served overseas in the war, and who has been in the front line of the fighting forces of his country.

Yours etc.
ANOTHER WHO HAS SERVED OVERSEAS.
Hongkong, July 13, 1919.

THE "VICTORY"

Sir—Allow me to correct your report on the "Victory" decorated motor car which I read in last evening's issue. The above model, which received second prize, was not designed by Commander Kilgour, R.N., nor chiefly constructed by Mr. George Duncan, as your report states. I enclose with this letter a photograph which I received from Mr. G. Duncan, asking for my advice and if it could be accomplished in time. The "Victory" was designed about 116 years ago. The crude model which was shown was not a true model of that honoured vessel which every Britisher is proud of, as I had no details excepting this photograph. I personally took dimensions from this photograph and drew in the lines on the mould left for to suit a length given—9 feet. I also personally supervised the construction of the hull and masts, then it was sent to the Naval Dockyard to receive the rigging, and sails, as time was limited. Every promise due to Commander Kilgour, R.N., and the other officers who assisted in the construction of the model, which I had personally supervised in Kowloon Dock, and was responsible for, has been kept. Yours etc.

RAILING, THIEF CAUGHT

Mysterious sounds of hammering conveyed to the Wongshe-chong Gap Police Station on Sunday night brought out two Indian policemen who proceeded to investigate the noise. It was caused by a gang of six thieves who engaged in an onslaught on the railings on the hillside at about 400 yards from the Police Station. The arrival of the constables put all the thieves to flight with the exception of one man who attempted to conceal himself by creeping into the bushes. From his hiding place, he was dragged out by the policemen and brought to the Police Station.

Inspector Kent, who conducted the case at the Police Court, this morning, informed Mr. G. N. Orme that large quantities of iron railings had been missing from various localities lately. The Government had been spending thousands of dollars in making good the depredations of the thieves, especially in the Bowen Road locality where as much as ninety lengths of railings had been stripped off the roadway. During the last two months, the Inspector added, 140 lengths of railings had been missing from the Wongshe-chong Road locality.

The arrested Chinese was given six months' hard labour and four hours' stocks.

might be mentioned, many of them seriously injuring the harmonious carrying on of its highly responsible work. It was at one time actually suggested that a Civil Service Cadet should be appointed Assistant Harbour Master, but the ludicrousness of this idea struck even the official mind as being too great, and it was dropped.

In regard to pay, the same official antagonism and differentiation has always been shown, and when it is remembered that the Harbour Master is a Magistrate, and considering the British principle of high pay for those charged with judicial duties, the comparison is instructive. It should be remembered also that the Harbour Department brings in more revenue than almost any other.

In years gone by, personal motives (not the less reprehensible) may have influenced the Government's attitude to the Harbour Master and his Department, but it is surely time for this to stop and while Saturday's incident was insignificant in itself—since Captain Taylor's war service has been fittingly acknowledged by his promotion to the rank of Captain, and in other ways, by the proper authorities—it is to be regretted that the Government of this Colony did not then honour itself by a public acknowledgment of its debt to its one head of department whom they could so honour, and begin a new Peace regime in which the representative of the port and shipping should take his proper place in the Councils of the Colony—since, if there were no port or shipping, no function of government would be required, as there would be no Colony.

Yours etc.
ANOTHER WHO HAS SERVED OVERSEAS.
Hongkong, July 13, 1919.

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DAY BY DAY

The s.s. Helenus departed from Hongkong yesterday for Shanghai with a general cargo.

The s.s. Proteus departed from Hongkong to-day for Pacific Ports with a general cargo.

The s.s. Eurypylus departed from Hongkong on the 20th inst. for Shanghai with a general cargo.

Another coolie has died in Hospital from the effect of poisonous foodstuffs which he took in company with five other men in their house at Reclamation Street, Yau-mat, on Sunday morning.

The second episode of that thrilling picture drama, "The Terror of the Making," was produced before a full audience at the Victoria Theatre last night. The picture, in its second episode, loses nothing of its interest and will no doubt be followed to the end by all who witnessed the first portion.

Suffering from stab wounds inflicted on his throat whilst he was asleep, a Chinese living at 76, Nullah Lane, has been sent to the Government Civil Hospital. The motive for the assault is believed to be revenge, originating from the fact that the injured man failed to pay some coolies whom he engaged to do some work.

We regret to record the death, at the Peak Hospital yesterday, at the age of 42 years, of Mr. Alexander McGregor, chief engineer of the s.s. Gwenith, one of Messrs. Moller and Company's boats, which was on her maiden trip from Shanghai to Hongkong. The deceased was very sick when the vessel arrived in port, and succumbed to cancer in the stomach. The funeral takes place this evening, passing the Monument at 6 p.m.

AFTER THE WAR

EARLY RETROCESSION OF TSINGTAU.

In a Press interview Viscount Uchida, the Japanese Foreign Minister, expressed great satisfaction at the prospect of the signing of the Treaty of Peace. He recalled that the world conflict had its origin in the memorable assassination of the Austrian Successor to the Throne by a Serbian ruffian (an Austrian subject, it is as well to remember) on June 28th, 1914, that is, just five years ago. He was not in a position definitely to state when the formal signature of the Treaty would take place, but if it should take place on the 28th instant the fact would give a dramatic touch to the termination of hostilities. When a formal end is put to the war the great question of world reconstruction will have to be taken up by all the Powers of the world in real earnest. The whole energy of the Japanese must also be devoted to this side of the question, and this necessarily entail greater pressure of business on the authorities. It will be two months before the official text of the Peace Treaty will arrive in Japan, even if every dispatch is used to bring it back as quickly as possible. The ratification by the Emperor will follow the arrival of the document. It is inevitable, that the conclusion of the war should keep the Foreign Office very busy, attending to a renewal of commercial treaties, the settlement of other matters, and the Foreign Minister conjures his countrymen to pay the closest attention to the changing situation of the world. As regards the Shantung question, he thinks negotiations will be entered into with the Chinese Government after the ratification of the Peace Treaty. The Allied Governments have hitherto been giving financial assistance to the Omak Government, the Minister continued, and the formal recognition of that Government by the Allied Powers is expected to take place shortly. So far as Japan's relations with Germany are concerned, she will have to make fresh contacts with that country in commercial and other matters. He said that the Japanese Government was not prepared to make any statement regarding the formal recognition of the Allied Governments.

Yours faithfully,
(Sgd.) H. E. POLLOCK,
Attorney General.

the Anglo-Japanese Alliance, thus rendering it necessary to introduce some revision in reference to the arbitration tribunal and other clauses. Be that as it may, there can be no change in the fundamental spirit of the compact. The Foreign Minister also stated that the Japanese Government intended to dispatch a representative to the Omak Government regarding the formal recognition of the Allied Governments.

NEW ADVERTISEMENTS

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THE BEFORE-DINNER LIQUEUR *** BETTER THAN A COCKTAIL

HAVE YOU TASTED IT?

IF NOT YOU ARE MISSING A DAILY JOY

Obtainable from A. S. Watson, Co., Ltd. and the Leading Wine Merchants

SERVED IN THE HONKONG HOTEL

HOLLAND PACIFIC TRADING COMPANY: SOLE DISTRIBUTORS FOR CHINA.

G. R.

NOTICE

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 23rd day of July, 1919, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Kuan-y Road in the Colony of Hongkong, for a term of 75 years, commencing from 1st October, 1919, with the option of renewal at a Crown Rent to be fixed by the Surveyor of the Colony, for a further term of 75 years.

PARTICULARS OF THE LOT

Boundary Measurements.	Area in Acres.	Area in Square Feet.	Annual Rent.	Use Price.
Lot 1, Kuan-y Road, containing 1.176 acres, or 51,200 square feet, more or less, as shown on the plan.	1.176	51,200	£100	1/6th

HONGKONG CABLE CENSORSHIP.

TO BE COMPLETELY ABOLISHED.

We have received from the Secretary of the Hongkong General Chamber of Commerce the following copy of a letter received from the Honourable the Attorney General, having reference to the abolition of telegraphic censorship:—

(Copy.)
Attorney General's Chambers,
Courts of Justice,
Hongkong, 22nd July, 1919.
E. A. M. Williams, Esq.,
Secretary,
Hongkong General Chamber of Commerce.

Dear Sir,
As there seems to be a little misapprehension as to the meaning of the recent notification to the effect that
"The censorship of international telegrams whether by cable or by wireless, will be abolished as from midnight, 26th-24th July, 1919."
I am writing to let you know that this means that all censorship will be abolished at the said time, and that from that time onwards the business community are at liberty to make use of Codes for telegrams whether to foreign countries or the United Kingdom or other British territory in the same way as they did before the war.

Yours faithfully,
(Sgd.) H. E. POLLOCK,
Attorney General.

NOTICE

THE WEST POINT BUILDING CO., LTD.

An Interim Dividend of Three Dollars per share for the six months ending 30th June 1919 will be payable on Monday, 28th July, on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Friday the 18th to Monday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors,
A. SHELTON HOOPER
Secretary to
The Hongkong Land Investment & Agency Co., Ltd.
General Agents for the
West Point Building Co., Ltd.,
Hongkong, 9th July, 1919.

PUBLIC AUCTION.

THE undersigned have instructions from the Liquidator of the trade and personal affairs of Gustav Adolf Georg Friesland deceased in pursuance of an Order of the Hongkong Government to sell by Public Auction on WEDNESDAY, the 23rd day of July, 1919.

at 3 o'clock in the afternoon at their Auction Rooms at No. 3 Des Voeux Road Central.
The valuable Leasehold Property situate and being Farm Lot No. 40 and known as "Villa Miramar," Pokfulam, Hongkong, in one lot.
There is a five roomed bungalow with outhouses and garden situate on the property.
A small electric light plant is installed.

The boundaries of the lot are not accurately defined, but it is intended that they shall be adjusted by the Government so that the purchaser shall have an area of 16 1/2 acres.
The property is held for the residue of a term of 75 years from the 25th June 1861. It must be clearly understood that the lease will not be extended beyond the present term.
The Crown Rent is \$48 per annum.

The property is offered subject to a reserved price.
Particulars and Conditions of Sale may be had from
Messrs. DEACON, LOOKER, DEACON & HARSTON,
Solicitors for the Liquidator, or from
Messrs. HUGHES & HOUGH,
The Auctioneers.

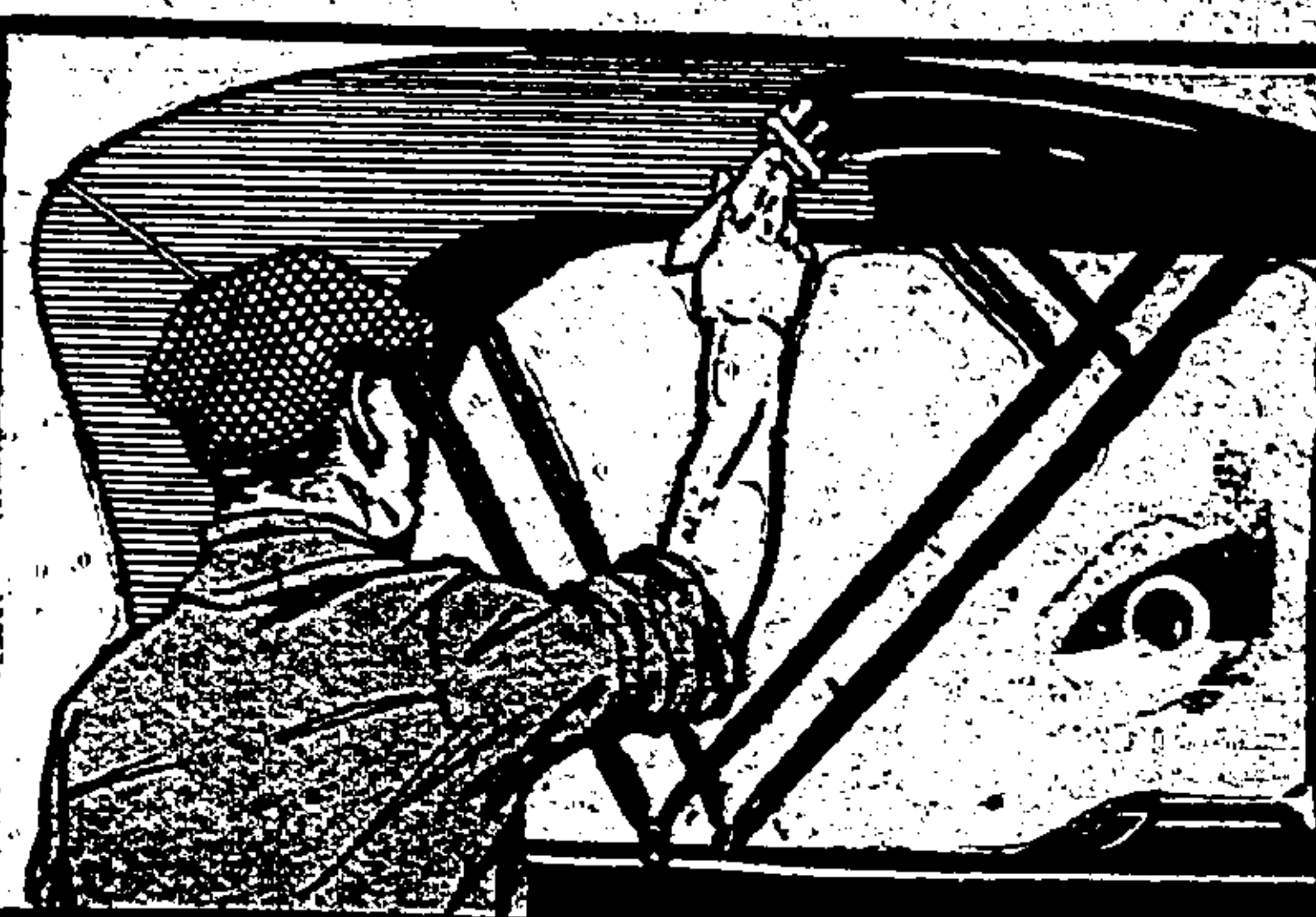
WANTED

WANTED:—Senior European Assistant for Shipping Office excellent prospects apply P. O. Box 38.

WANTED:—House with two Rooms, saloon and dining room, furnished or unfurnished. Desired by 1st September, by a French gentleman. Apply Box 208 c/o "Hongkong Telegraph."

TO BE LET

TO BE LET:—A four-roomed house at Kowloon, good locality and moderate rental. Possession from the 1st August 1919. Apply Box 207 c/o "Hongkong Telegraph."



Are Your Top and Side Curtains Gray and Dusty?

If so, you, yourself, can easily, quickly and inexpensively make them look like new with

JOHNSON'S BLACK-LAC

It will only take an hour or two and the car is ready for use immediately as this wonderful product dries instantly. One coat gives a rich, black, waterproof finish—just like new.

For Mohair or Leather Tops

Johnson's Black-Lac gives equally good results on mohair leather and imitation leather tops. It goes on easily and quickly without a lap or streak. It does not rub off on the hands or clothing. Just the thing for renewing automobile and carriage upholstery.

For Worn Metal Parts

Johnson's Black-Lac should be used to touch up worn, rusty fenders, tire rims, running boards, radiators, lamps, guards and in fact all metal parts. It is not only a matter of making your car look better, but in using Johnson's Black-Lac, deterioration, rust and destructive wear are prevented.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

2 Queen's Buildings
SOLE AGENTS.

NOTICE

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

An Interim Dividend of three and half Dollars per share for the six months ending 30th June, 1919, will be payable on Monday, 28th July, on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Friday the 18th to Monday the 28th July (both days inclusive) during which period no transfer of shares can be registered. By order of the Board of Directors,
A. SHELTON HOOPER
Secretary.
Hongkong, 9th July, 1919.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Old. Hakeow Branch: Fancho Building. Now is the time to Start Your Account.

SAVINGS OR CURRENT Your own Account of Resources assures You FREEDOM OF ACTION SELF-RESPECT HAPPINESS

Inquiry on our SPECIAL SERVICE will be welcome. By order of the Board of Directors,
A. SHELTON HOOPER
Secretary.
Hongkong, 23rd July, 1919.

NOTICE

NOTICE AND CAUTION Kowloon INLAND LOT 176

The deeds and documents relating to the above property having been stolen in China from the possession of the owner, the public is hereby cautioned not to enter into any negotiations regarding the same without reference to the undersigned. Dated the 17th day of July, 1919.
LEO D'ALMADA e CASTRO
Solicitor for the owner.
Hongkong, 18th July, 1919.

NOTICE

THE HONGKONG CENTRAL ESTATE LIMITED.

An Interim Dividend of Four Dollars per share for the six months ending 30th June 1919 will be payable on Monday 28th July, on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Friday the 18th to Monday the 28th July (both days inclusive) during which period no transfer of shares can be registered. By order of the Board of Directors,
A. SHELTON HOOPER
Secretary.
Hongkong, 23rd July, 1919.

EARLIER TELEGRAMS

THE COAL QUESTION.

London, July 14.

The House of Commons was crowded for the debate on the increase in the price of coal. Sir Auckland Geddes, opening the discussion, emphasised the gravity of the issue. He rejected the suggestion that the increase was based on political considerations. (Cheers.) It was solely based on the Government's realisation of the very serious position of the country in connection with the supply of the main source of power. Dealing with the causes for the serious reduction in the amount of coal available for use, he pointed out that the output at many mines was checked because waggons were not forthcoming as required owing to the slower unloading of waggons at their destinations, due to shorter railway hours. This showed that less work done in one industry reacted on other industries. The work of the country was not being done at present. The most pernicious doctrine was being preached that if a man did less work he left more for others, whereas the fact was that if he did less there was less for others to do.

Sir Auckland Geddes emphasised the difficulty of getting steel rails, machinery and tube for the mines, which was accentuated by shortening the hours of labour in the steel and other industries. It was freely alleged that the miners, after earning enough money in the course of a week, did not continue work. This was probably true, because the per centage of absence had risen from under eleven in 1912 to thirteen in May, 1918, although it was recently reduced. In view of the wide range of causes the coal shortage could not be rectified immediately, nor by any individual body. National effort was indispensable. The pithead price of coal, 2s. 4d., included 21s. 10½d. wages. This coal was sold in London at 4s. 6d. He pointed out that the increase presupposed 1s. 4d. a ton from export profits, but these were falling very rapidly, and if they disappeared the price of coal would immediately rise by another 1s. 4d. a ton. Some effects of the increased price of coal would be the increased price of pigiron by 15s. to 20s. and steel 25s. to 30s. a ton, textiles 4% machinery 12% and chemicals 10%. This was a very serious matter to the whole nation, because we were losing national income from exports. For example steel rails in Britain would cost £17½ a ton, ship plates £19, crown bars £23½, pigiron £9, while in the United States the prices were: Steel rails £10, ship plates £14, crown bars £11½ and pig iron £2.

The key to the whole situation was the output of coal during the coming twelve months. In estimating the output for the ensuing year the Government was only reckoning on ten per cent. reduction in the output, despite the hours being reduced by 12½ per cent. The average price for export of bunker coal was estimated at 35s. It was expected that £61,250,000 would be derived from export. This would leave a deficit of over £46,000,000. He anticipated that exportations would fall off owing to the very keen American competition (F.O.B. at Atlantic ports £1 a ton plus geographical advantages in delivery to some places). There was also American oil competition. The Americans furthermore were offering long term coal contracts which would likely compel similar British contracts, thereby reducing profits. If we had no coal to export our ships must go out in ballast. Exchanges would go against us and our goods would cost us more. This was no time for any section of the community to think its interests were separate from the interests of the whole. (Loud Cheers.) In order to meet through the dark anxious days ahead we must recover the spirit of patriotism. The most urgent need of the country was increase of production. He urged the miners' leaders to appeal to the miners to exert their utmost efforts. (Cheers.)

Mr. Brance complained that the Government raised the price without consulting the miners, who resented the way they had been treated; but the miners were patriotic. They realised the seriousness of the situation and were ready to co-operate with the Government most cordially.

In the House of Commons at question time Mr. Bridgman stated that the average pithead price per ton of coal in England, including the 6s. increase, was 2s. 4d., in the United States 11s. 2d., in Natal 10s. 7½d. and in India 5s. 10d.

Three hundred Commons of all parties, including Lord Hugh Cecil, Mr. Bottomley and Mr. Kennedy Jones, have memorialised Mr. Lloyd George opposing nationalisation of mines.

IRISH POLICY.

London, July 14.

In the House of Commons at question time Mr. Bonar Law stated that he could not say when the Government's Irish policy would be announced. The Government did not wish to postpone any part of it but did not wish to attempt anything without some chance of success. (Cheers.)

London, July 14.

Sir Edward Carson's speech has unfavourably impressed Unionists who are deprecating disturbing utterances at the present juncture. Sir Edward Carson's followers declare that the speech is really directed against Sinn Fein.

COST OF LIVING.

London, July 14.

In the House of Commons Mr. Bonar Law stated that the Government was fully alive to the seriousness of the question of the high prices of commodities and proposed immediately to establish a Select Committee of Enquiry. Meanwhile the Government is carefully considering what steps can be taken without delay.

INTERNATIONAL CO-OPERATION.

EARLIER TELEGRAMS

FRANCE'S VICTORY PARADE.

Paris, July 13.

Huge crowds, some whom had congregated since last night, assembled to witness the great Victory Parade in glorious weather along a magnificently decorated route protected by triple rows of soldiers. The chains which have barred the Arc de Triomphe since the Russian victory in 1870 were removed, and a cenotaph erected in honour of France's dead near the Presidential Tribune with four gilded figures of Victory at the foot made it an impressive feature of the pageant. M. Clemenceau reached the stand at 7.45 in the morning. He was tremendously loved and the guns immediately began the salutes. M. Poincaré arrived at 8.15 and deposited a wreath at the foot of the cenotaph. Marshal Foch and M. Clemenceau then did likewise. The procession was preceded by a detachment of one thousand mutilated soldiers, some on stretchers—a touching spectacle. At 8.45 a French officer and two "pompier" heading the procession passed through the Arch. A band followed preceding Marshals Foch and Joffre. Biting side by side, they were accompanied by a glittering staff and had an overwhelming reception. Then General Pershing led the Americans with their regimental flags. The Belgians came next after which marines led a British detachment marching with wonderful precision, while at the head of the representatives of the British Army was Sir Douglas Haig followed by two colour bearers. After him came the Guards with their famous band, then the battle colours of all the regiments of which there must have been several hundred, made a splendid sight. Each was accompanied by a colour party. The Highlanders passed accompanied by skirling pipes and immensely interested the spectators. A detachment of officers and men from all the regiments brought up the British rear. General Diaz led the Italians after which a small group of Japanese officers, Greeks, Poles, Portuguese, Rumanians, Serbs, Slovenes and Czechoslovaks came in the order named. All were tremendously cheered. Then General Petain on a white horse followed through the Arch heading the representatives of twenty-one French army corps followed by Generals Castelnau and Berthelot. Line after line of bronzed "pompier" swung past followed by the African and Colonial troops, a naval detachment, famous artillery sections, French tanks and motor machine-guns. Four military aeroplanes hovered over the Arc de Triomphe throughout the passage of the procession.

THE MASSACRE OF ARMENIANS.

London, July 14.

Details of horrible massacres of Armenians in the province of Karabagh on 4th June by Tartars show that they were ordered by Sultanof, the Governor of Karabagh. The town of Chouchi was attacked, the fortifications captured and the Armenians pitilessly massacred. The movement spread throughout the country. Kurds massacred the population of Khapali, Gargajan, Pasdoni and other towns, burning, pillaging and destroying everything and carrying off the women folk. The total dead exceeds 600. It is reported that the Allied Commander in the Caucasus has arrested Sultanof.

THE PEACE TREATY.

Berlin, July 13.

It is authoritatively stated that Prussia and Bavaria do not need to sign the Peace Treaty in order to complete the German ratification.

AMERICAN SHIPBUILDING.

Washington, July 14.

The Shipping Board announces that one hundred and eighteen vessels, of 579,583 dead-weight tonnage, were delivered in June, which is double the amount of June 1918.

A RECORD MAIL.

London, July 14.

R34 brought a batch of American newspapers which were delivered in London in three days and nine hours as compared with eleven days in ordinary service.

COMMERCIAL NEWS.

for them to cover without strain on their nerves.

WAR FOOD FINANCE.

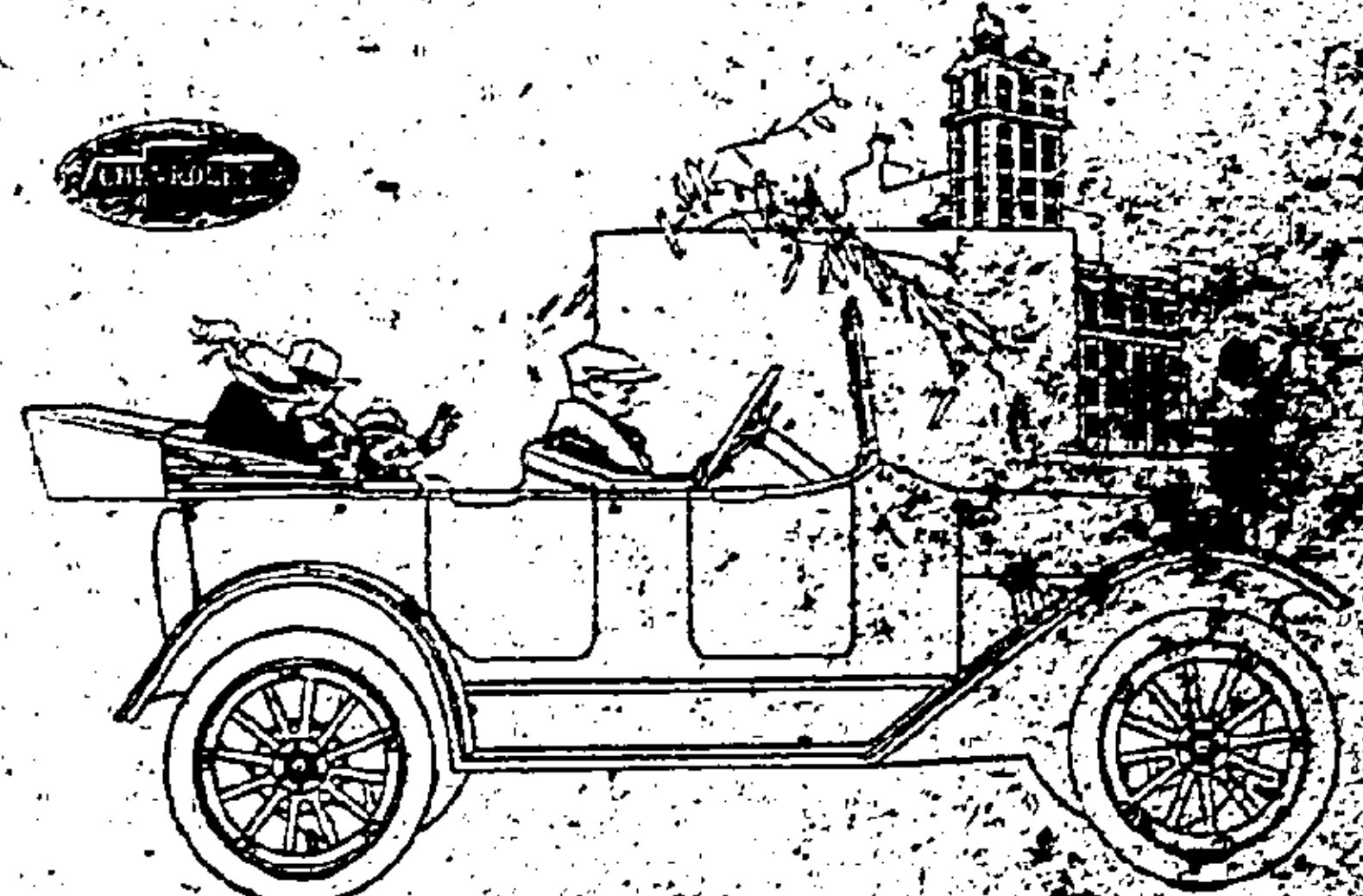
Some interesting information on the food side of war finance is given in a White Paper (97) issued on May 28, dealing with the Appropriation Account for the year ended March 31, 1918. The trading account shows that the purchases of frozen meat between September, 1914, and that date amounted to £133,069,740. The bulk of the supply was issued on repayment to the War Office, Admiralty, and Allied Governments; but considerable quantities were sold to the civilian population, and on these a profit of £1,254,767 was made. The bread subsidy, which came into operation on September 17, 1917, falls under two main headings, (a) the amount by which the cost of cereals imported by the Government, exceeds the price at which they are sold to millers; and (b) the amount by which the price paid by millers for home-grown and imported cereals, together with the cost of milling, including millers' profits, etc., is in excess of the price at which the flour is sold to the public. The total amount of the bread subsidy for the year ended March 31, 1918, was £1,254,767.

The total amount of the bread subsidy for the year ended March 31, 1918, was £1,254,767.

cause of the impossibility of keeping separate the identity of those cereals destined for the loaf and those destined for other purposes, but the estimated cost for the year to August 31, 1918, was considered to be £40,000,000, subject, however, to a saving to arise under the Wheat Executive pooling arrangements. The trading accounts of the Ministry of Food show that during 1917-18 the purchases, including a reserve for insurance, amounted to £65,703,650, the sales to £46,278,570, and the stocks in hand at the end of the year to £20,974,116, while the general administrative charges, including such items as rationing and propaganda expenses, were £1,415,663. The net outcome on the trading accounts is a profit, or a reserve for contingencies carried forward to the next year's account of £133,363. There was a loss of £18,967 on vegetable preservation. The Food Production Department had obtained authority for the establishment of a large number of vegetable drying stations, a considerable demand for the product from the Army having been anticipated. This demand did not materialize. The Central Live Stock Fund, which arranged for the pooling of all costs of distribution and administration in order to ensure the equitable distribution of meat, showed a net deficit of £453,429. The sugar supply trading account, from August, 1914, to March 31, 1918, shows an expenditure of £152,745,927, and a net profit of £6,668,993, equal to about 4½ per cent. on the turnover. Dealing with the operations of the Food Production Department, the Auditor-General states that the trading accounts and balance sheets furnished to him for the year 1917-18 showed that the total net cost of various trading schemes undertaken by that Department amounted to more than £1,000,000. There was a very heavy loss on motor-tractor ploughing, the net cost borne by the Department being £338,970. It is stated by the Department that the use of the tractors was essential in order to carry out the food production programme, and that the cost of the tractors was £1,000,000.

that private tractors could not be employed, the result being that the cost of operations was greatly enhanced. The heavy cost of the scheme is attributed to the experimental nature of the operations and the lack of experience and skilled labour with consequent excessive repairs, heavy running costs, including expenditure on trading tractor labour. And now, again, across ploughed by such tractors, it is found that the cost of the tractors is £1,000,000.

CHEVROLET



LOWEST PRICED ELECTRICALLY EQUIPPED CAR IN THE WORLD.

SOLE AGENTS.

W. R. LOXLEY & CO.

WILLIAM C JACK & CO., LTD.

WHATEVER IS WORTH DOING IS

WORTH DOING WELL

Is the motto of our Wanchai Workshops. They are equipped for:

General Engineering and Electro Work
Electro silver and nickel plating
Tinning, lacquering and brazing
Repair work of any description
And above all our prices are the lowest for prompt delivery



process of those at which they would have carried out the work themselves. Had they had the necessary facilities, the amount paid to the Railway Executive Committee during the year was £2,276,970, making a total since the outbreak of the war of £25,072,756. The Auditor-General states that the marked increase in the year's deficit is due primarily to the increase in the cost of operations, and that the cost of operations was greatly enhanced. The heavy cost of the scheme is attributed to the experimental nature of the operations and the lack of experience and skilled labour with consequent excessive repairs, heavy running costs, including expenditure on trading tractor labour. And now, again, across ploughed by such tractors, it is found that the cost of the tractors is £1,000,000.

